Route 155

Updated: December 2005

Cleveland Loop on Route 10 June 26, 1933.

1953 Description:
From Washboard Junction on Route 10 southerly to Cleveland, thence southwesterly to Huntington on Route 10.

1963 Description:
This route was reversed and **approved by the 1963 Legislature.**
From Route 10 in Huntington northeasterly to Cleveland, thence northerly to Route 10 at Washboard Junction.

Approved by the 1965 Legislature:
****(***(A) Scanned**)**

1967 Legislature: Description remains the same.
1969 Legislature: Description remains the same.
1971 Legislature: Description remains the same.
1973 Legislature: Description remains the same.
1975 Legislature: Description remains the same.
1977 Legislature: Description remains the same.
1979 Legislature: Description remains the same.
1981 Legislature: Description remains the same.
1983 Legislature: Description remains the same.
1985 Legislature: Description remains the same.
1986 Legislature: Description remains the same.
1987 Legislature: Description remains the same.
1988 Legislature: Description remains the same.
1990 Legislature: Description remains the same.
1992 Legislature: Description remains the same.
1993 Legislature: Description remains the same.
1994 Legislature: Description remains the same.
1995 Legislature: Description remains the same.
1996 Legislature: Description remains the same.
1997 Legislature: Description remains the same.

Route 155 Cont.

1998 Legislative Description:
From Route 10 in Huntington northeasterly to Cleveland; then northerly to Route 10 at Washboard Junction.

1999 Legislature: Description remains the same.
2000 Legislature: Description remains the same.
2001 Legislature: Description remains the same.
2002 Legislature: Description remains the same.
2003 Legislature: Description remains the same.
2004 Legislature: Description remains the same.

* Refers to resolution index page following.
** Refers to Scanned Computer Resolution index on the following page.

Route 155

COUNTY/RESOLUTION VOLUME & NUMBER

A. Emery Co. 1/111

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Relocation/New Alignment - 1.8 miles northeast of Huntington.

Interim Designations and Deletions - Federal-Aid Highways
Authority: Sec. 27-12-27, UCA, 1953, as Amended

SR-2,6,8,15,24,26,29,44,54,123,155,236,259
111

RESOLUTION

State Routes 2, 6, 8, 15, 24, 26, 29, 44, 54, 123, 155, 236, 259

WHEREAS, with the completion of various projects resulting in the reconstruction of new roadway on new alignment and

WHEREAS, portions of the old alignment will no longer serve as roadways but nevertheless other sections will still serve as public roads, though not justified as part of the State Highway System and

WHEREAS, a physical inventory was made of all roadways concerned in this resloution and

WHEREAS, all county officials concerned were contacted and their letters of concurrence in our recommendations are forthcoming and

WHEREAS, it has been recommended by the District Engineers concerned.

NOW THEREFORE, pursuant to Authority 12-27-12, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. Route 2 - Summit County, Project I-80-4(8)190, west of Wyoming line, a distance of 4.373 miles built on new location. Three sections of the old roadway are no longer within the N/A line and are of no further use as public roadway, therefore all portions of roadway on old alignment are abandoned, a distance of 4.200 miles, resulting in an increase of 0.173 mile in the State System of Highways.

Route 6 - Uintah County, Project F-015-3(4) west of Vernal, a distance of 2.055 miles built on new location. All portions of old alignment have either been obliterated or barricaded by barriers, therefore, all portions of the old alignmnet are abandoned, a distance of 2.405 miles, resulting in a decrease of 0.350 mile in the State System of Highways.

Route 8 - Emery County, Projects F-028-3(5) and F-028-3(6) south of

Carbon County line, a total distance of 14.712 miles built on new location. All portions of the old alignment have either been obliterated, including removal of some structures, or barricaded, with the exception of that portion of old alignment from a connection with the new alignment south of Price River northerly to Woodside, a distance of 0.7 + - mile. Therefore, all portions of the old alignment are being abandoned, a distance of 14.299 miles, with the exception of that portion that is being used as a public road from a connection with the new alignment south of Price River to Woodside which is transferred to the jurisdiction of Emery County, resulting in an increase of 0.7 + - mile in Emery County "B" mileage and a decrease of 0.287 mile in the State System of Highways.

Route 15 - Kane County, Projects F-014-1(2) and FLH-37-(1) east of Zion Park Boundary, a distance of 2.809 built on new location. All portions of the old alignment have been closed to the public with the exception of that portion of the old alignment from a connection with the new alignment northeasterly to a mine road, a distance of 0.400 mile. Therefore, all portions of the old alignment are abandoned, a distance of 3.942 miles, with the exception of that portion being used as a connecting roadway to the mine road which is transferred to the jurisdiction of Kane County, resulting in an increase of 0.4 + - mile in Kane County "B" mileage and a decrease of 1.533 mile in the State System of Highways.

Route 24 - Wayne County, Projects NS-371(1) and S-0371(5) east of Capitol Reef Monument, a distance of 14.484 miles built on new location. From Engineer Station 851 + - to 652 + - transferred to the jurisdiction of Wayne County, a distance of 3.600 miles, all remaining portions of the old alignment have been obliterated and, therefore, are abandoned, a distance of 11.646 miles, resulting in an increase of 3.6 + - miles in Wayne County "B" mileage and a decrease of 0.762 mile in the State System of Highways.

Route 26 - Juab County, Project F-029-3(2) from a junction with State Route 148 southwesterly, a distance of 6.615 miles built on new location. From

Engineer Station 1201 + - to 1115 + - the old alignment has been obliterated and, therefore, is abandoned, a distance of 1.949 mile. From Engineer Station 1115 + - to 85 + - to be transferred to the jurisdiction of Juab County, a distance of 5.030 miles, resulting in an increase of 5.0 + - miles in Juab County "B" mileage and a decrease of 0.364 mile in the State System of Highways.

Route 29 - Emery County, Project NR-29-1 Sanpete County line easterly, a distance of 5.908 miles built on new location. All portions of old roadway abandoned, a distance of 1.900 mile, as it will be inundated as a result of the construction of Joes Valley Reservoir, resulting in an increase of 4.008 miles in the State System of Highways.

Route 44 - Daggett County, Project S-0192(1) south of Manila, a distance of 2.186 miles built on new location. From Engineer Station 2145 + - to 2069 + - will serve as a public roadway and, therefore, is transferred to the jurisdiction of Daggett County, a distance of 2.400 miles, resulting in an increase of 2.4 + - miles in Daggett County "B" mileage and a decrease of 0.712 mile in the State System of Highways.

Route 54 - Garfield County, Project S-0392(5) near Escalante, a distance of 3.818 miles built on new location. From Engineer Station 226 + - to 111 + - to be abandoned as connections to this section of old alignment have been obliterated, a distance of 2.727 miles. From Engineer Station 111 + - to 44 + - to be transferred to the jurisdiction of Garfield County, a distance of 1.046 mile and from Engineer Station 44 + - 25 + - be transferred to the jurisdiction of Escalante City, a distance of 0.629 mile, resulting in an increase of 0.6 + - mile in the Escalante City "C" mileage, an increase of 1.0 + - mile in Garfield County "B" mileage and a decrease of 0.584 mile in the State System of Highways.

Route 123 - Carbon County, Project S-0294(1) near Sunnyside, a distance of 0.625 mile built on new location. All portions of old alignment will still serve as a public road, a distance of 0.691 mile and, therefore, will be transferred to

The construction on new location, transfers and abandonments indicated in the accompanying resolution resulted in a total of 64.816 miles being built on new location, 0.629 mile transferred to City "C" mileage, 18.767 miles transferred to County "B" mileage and 46.095 miles abandoned, resulting in a decrease of 0.675 mile in the State System of Highways.

the jurisdiction of Carbon County, resulting in an increase of 0.7 + - mile in Carbon County "B" mileage and a decrease of 0.066 mile in the State System of Highways.

Route 155 and 236 - Project NS-338(1) 1.8 mile northeast of Huntington, a distance of 0.492 mile built on new location. All portions of old alignment abandoned as they will be inundated by the construction of Huntington Reservoir, a distance of 0.47 mile, resulting in an increase of 0.017 mile in the State System of Highways.

Route 259 - Kane County, Project F-035-1(4) Kanab easterly, a distance of 6.739 miles built on new location. From Engineer Station 98 + - to 266 + - and commencing again at Station 295 + - to 383 + - to be transferred to the jurisdiction of Kane County, a distance of 4.900 miles, as they will still serve as a public roadway, all remaining portions of the old alignment have been made inacessable, a distance of 2.054 miles, therefore, are abandoned, resulting in an increase of 4.9 + - miles in Kane County "B" mileage and a decrease of 0.215 mile in the State System of Highways.

2. That the maps attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 19th day of April, 1965.

STATE ROAD COMMISSION OF UTAH

Weston S. Hamilton
Chairman

Francis Feltch
Commissioner

Elias J. Strong
Commissioner

Commissioner

Commissioner

ATTEST:

acting Secretary

Office Memorandum • UTAH STATE DEPARTMENT OF HIGHWAYS

TO : Mr. Dale B. Burningham
Chief Research Engineer, Research Section

DATE: January 26, 1965

RECEIVED

FROM : Mr. W. E. Mickelson
District Engineer

1965 JAN 28 AM 10 33

SUBJECT: Status of Old Roads
I-80-4(8)190 Wahsatch to the Wyoming State Line
F-001-8(2) Bear River Bridge East of Corinne

UTAH STATE DEPT. OF HIGHWAYS

The status of the old abandoned roads on the subject projects have been reviewed and following is my recommendation:

1. F-001-8(2) The old road should remain as it is at the present time. It lies on right-of-way that we have by agreement from the railroad. In addition, the old road and bridge are intended to be used for a stock trail for crossing the Bear River.

2. I-80-4(8)190 Three sections of the old road are no longer within the N/A lines, as itemized below, and are of no further use to us for roadway purposes. These three sections should revert to private ownership.

   820 ± - 836 ± right side

   958 ± - 971 ± right side

   984 ± - 991 ± left side

Office Memorandum • UTAH STATE DEPARTMENT OF HIGHWAYS

TO : B. Dale Burningham, Chief Research Engr. **DATE:** January 25, 1965

RECEIVED
1965 JAN 26 AM 10
UTAH STATE
DEPT. OF HIGHWAYS

FROM : J. Q. Adair, Dist. Engr.

SUBJECT: Road Deletions

We have listed the following projects that have been constructed in the last couple of years and sections of road that should be deleted from our system:

S-0294(1) Dragerton (Culvert & Approaches)
F-028-3(6) Woodside Northerly
NR-29(1) 7 Miles W. of Orangeville (Joe's Valley)
NS-338(1) Huntington Northerly - Mohrland Connection
NR-24-2(1) Huntington North on SR-10

The NR-24-2(1) Huntington North Section has bypassed the location where the Huntington Reservoir is being constructed by the Bureau of Reclamation. A portion of this right-of-way has probably been acquired by the Bureau of Reclamation people.

JQA:sj

Route Number	Project Number		Road Section Number	Miles Built on New Location	Miles Trans To City	Miles Trans To County	Miles Remaining	Total Miles Deleted	
2	I-15-4 (8) 190	Summit	22-2-4	4.373			4.200	4.200	+
6	F-015-3 (4)	Uintah	24-4-2	2.055			2.405	2.405	-
8	F-028-3 (5)	Emery	8-8-1	6.120			6.087	6.087	+
8	F-028-3 (6)	"	8-8-1	8.592		0.700	8.212	8.912	-
15	F-014-1 (2)	Kane	13-15-2	2.305		0.400	2.927	3.327	-
15	FLH-37 (1)	"	13-15-2	0.504			1.015	1.015	-
24	NS-371 (1)	Wayne	28-24-4	5.623		3.600	2.412	6.012	-
24	S-0371 (5)	"	28-24-4	8.861			9.234	9.234	-
26	F-029-3 (2)	Juab	12-26-1	6.615		5.030	1.949	6.979	-
29	NR-29-1	Emery	8-29-1	5.908			1.900	1.900	+
44	S-0192 (1)	Daggett	5-44-2	2.186		2.400	0.498	2.898	-
54	S-0392 (5)	Garfield	9-54-2	3.818	0.629	1.046	2.727	4.402	-
123	S-0294 (1)	Carbon	4-123-1	0.625		0.691		0.691	-
[illegible]	Relocation of SR-236 (Due to Project No. NS-338(1))	Emery	8-155-1	No Construction			0.250	0.250	-
236	NS-338(1)	"	8-236-1	0.492			0.225	0.225	+
[illegible]	F-035-1 (4)	Kane	13-259-1	6.739		4.900	2.054	6.954	-
				64.816	0.629	18.767	46.095		-0.

Road Section Number	Miles Built on New Location	Miles Trans To City	Miles Trans to County	Miles Reverted	Total Miles Deleted		Total Miles Increase or Decrease
22-2-4	4.373			4.200	4.200		+ 0.173
24-4-2	2.055			2.405	2.405		− 0.350
8-8-1	6.120			6.087	6.087		+ 0.033
8-8-1	8.592		0.700	8.212	8.912		− 0.320
13-15-2	2.305		0.400	2.927	3.327		− 1.022
13-15-2	0.504			1.015	1.015		− 0.511
26-24-4	5.623		3.600	2.412	6.012		− 0.389
26-24-4	8.861			9.234	9.234		− 0.373
12-26-1	6.615		5.030	1.949	6.979		− 0.364
8-29-1	5.908			1.900	1.900		+ 4.008
5-44-2	2.186		2.400	0.498	2.898		− 0.712
9-54-2	3.818	0.629	1.046	2.727	4.402		− 0.584
4-123-1	0.625		0.691		0.691		− 0.066
8-153-1	No Construction			0.250	0.250		− 0.250
8-236-1	0.492			0.225	0.225		+ 0.267
13-259-1	6.739		4.900	2.054	6.954		− 0.215
	64.816	0.629	18.767	46.095			−0.675

OFFICE OF

Kane County Clerk

KANAB, UTAH

March 12, 1965

Utah State Department of Highways
Transportation - Research Section
State Office Building
Salt Lake City, Utah

Re: Kane County
Nos: F-014-1 (2)
FLH 37 (1)

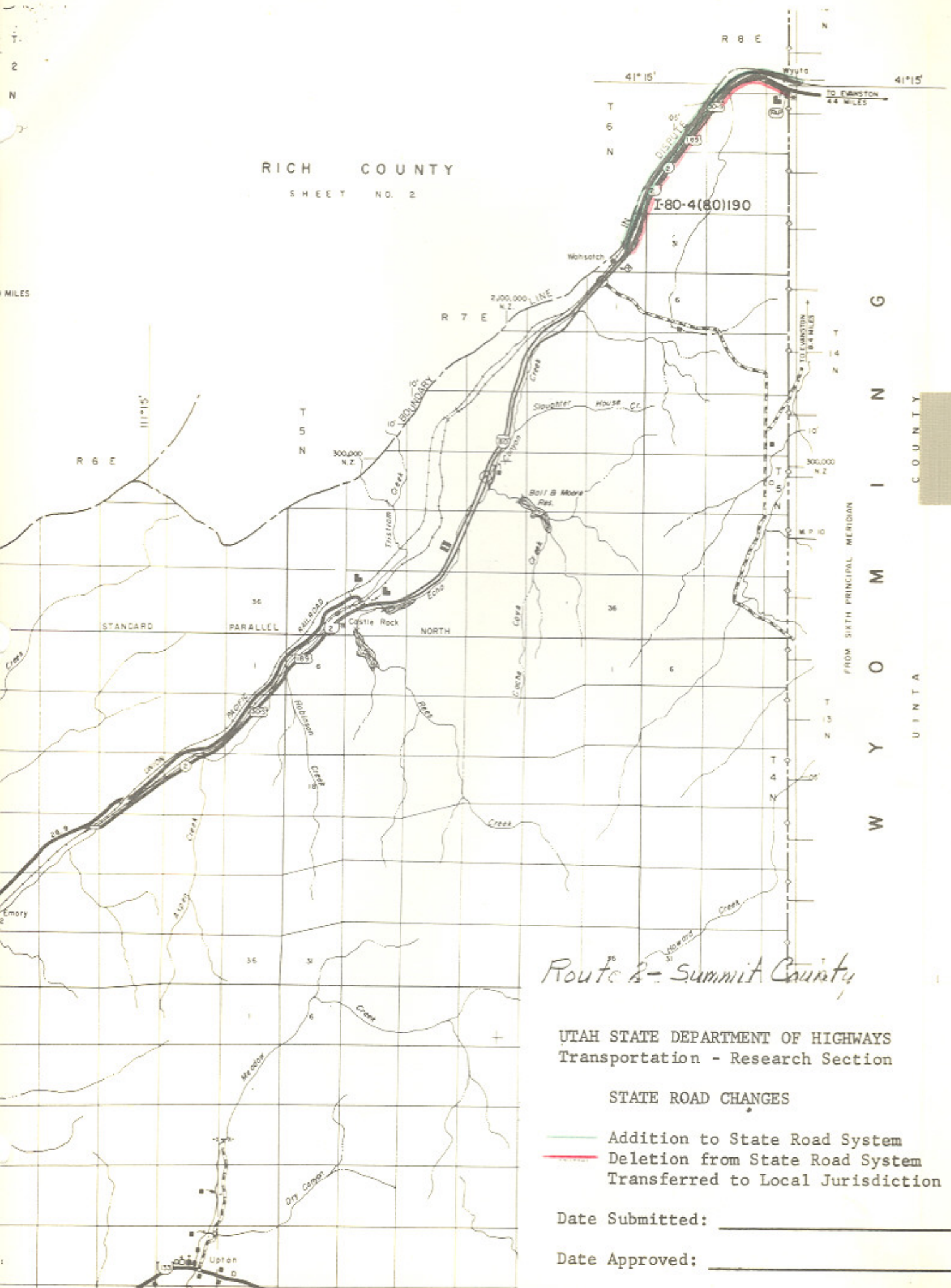
Gentlemen:

Please be advised that the Kane County Commission will be very happy to accept as additions to the Kane County Road System your projects Nos. F-014-1 (2) and FLH-37 (1) for county supervision and maintainance.

Yours very truly,

KANE COUNTY COMMISSION

By Thomas H. Haycock
Thomas H. Haycock
Kane County Clerk



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

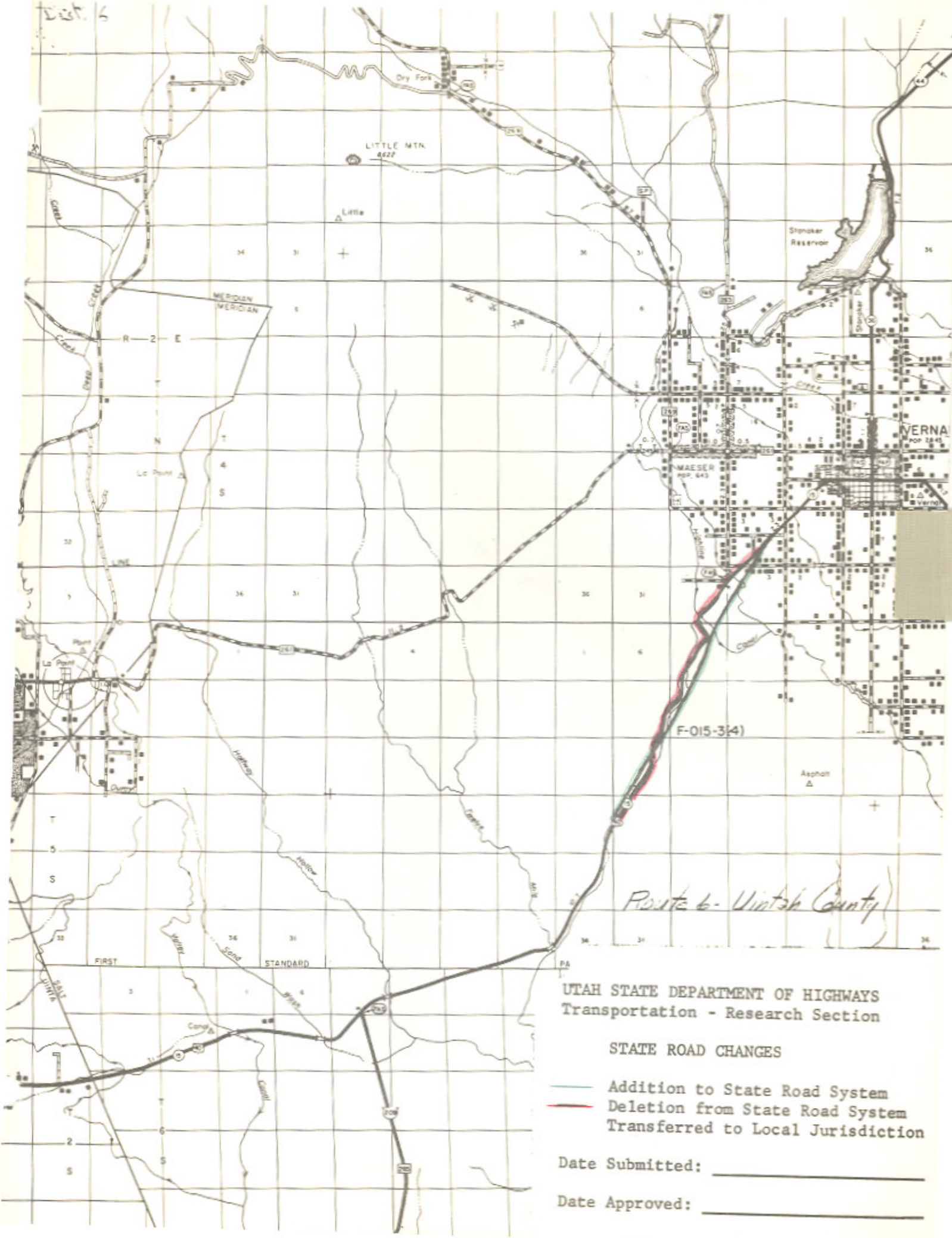
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

Date Submitted: _____

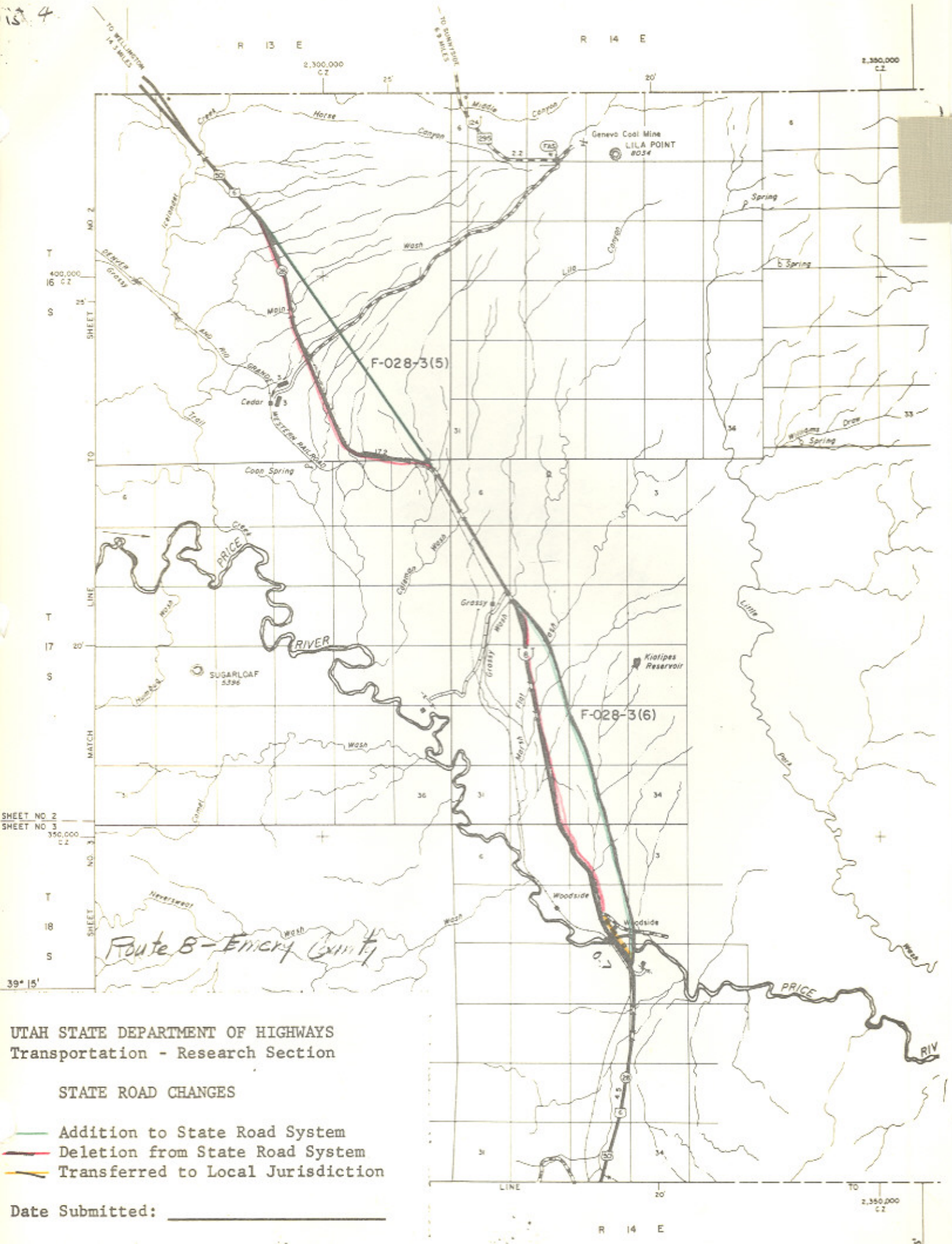
Date Approved: _____

SR-2

Dist. 6


LITTLE MTN.
Dry Fork
Stonaker Reservoir
MERIDIAN
R 2 E
VERNAL
MAESER
La Point
F-015-3(4)
Asphalt
Route 6 - Uintah County
FIRST
STANDARD
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section
STATE ROAD CHANGES
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction
Date Submitted:
Date Approved:

SR-6



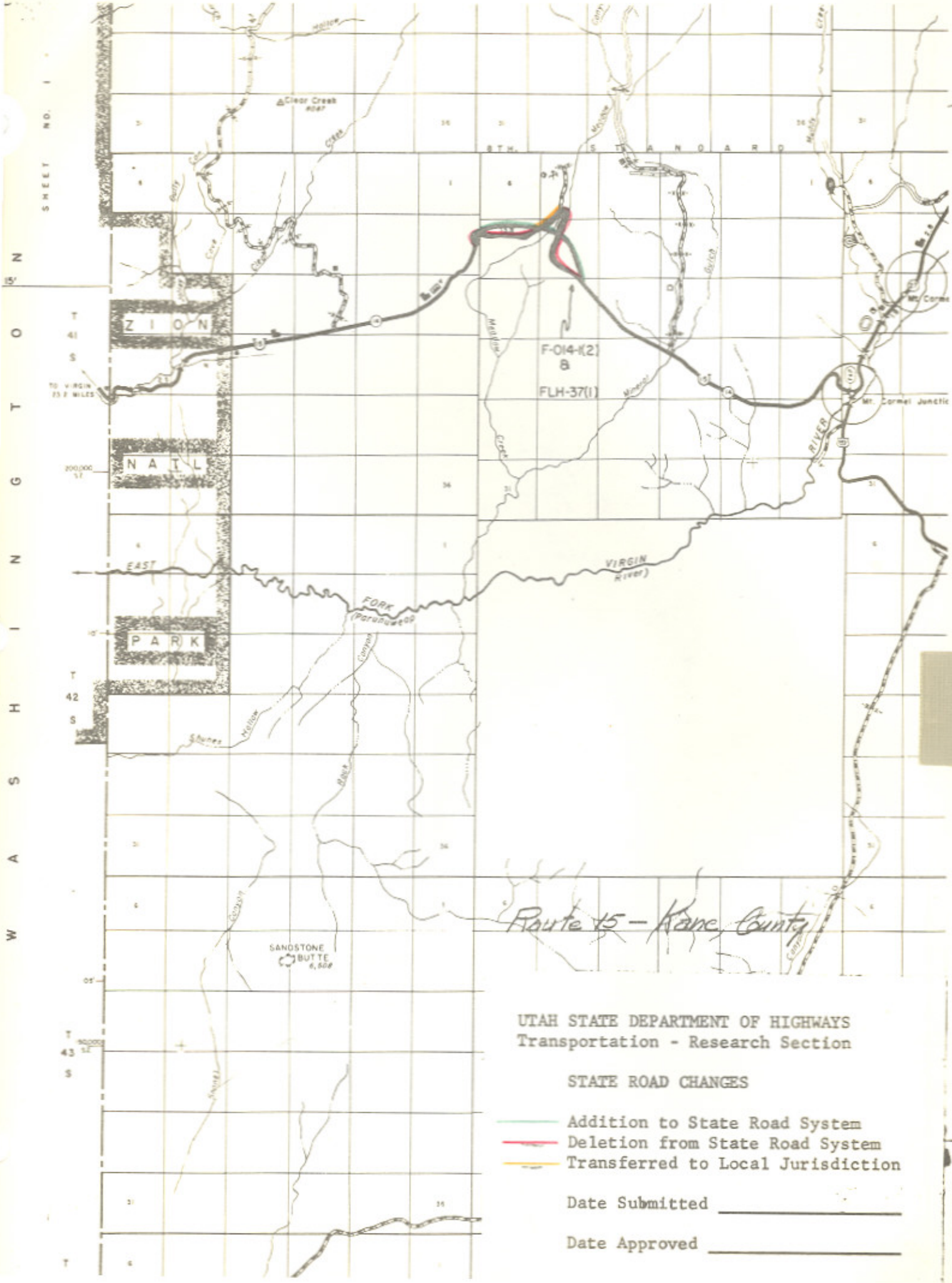
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

Date Submitted: _____

SR-8



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

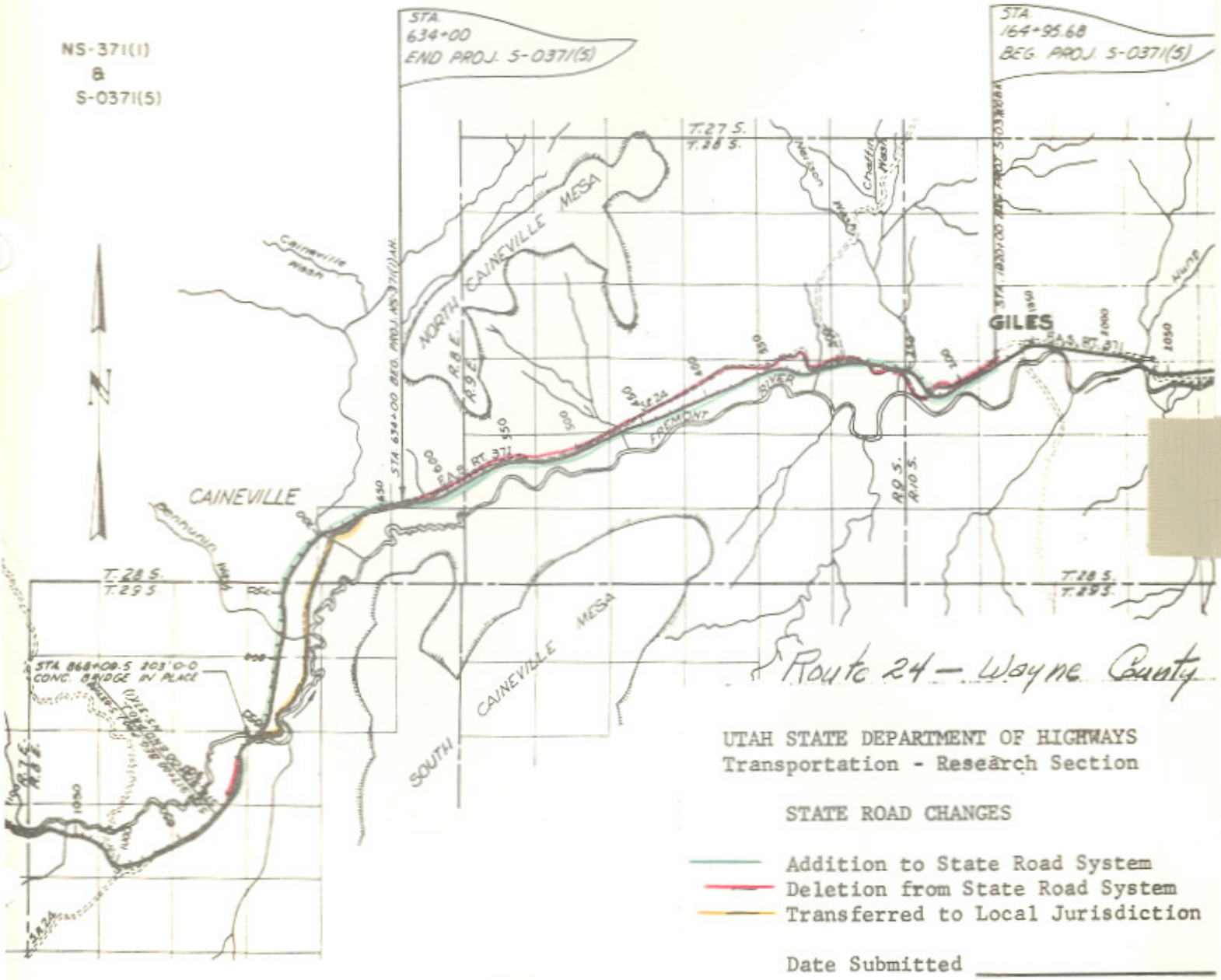
Date Submitted _____

Date Approved _____

SR-15

Dist. 4

NS-371(1)
&
S-0371(5)



Route 24 — Wayne County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

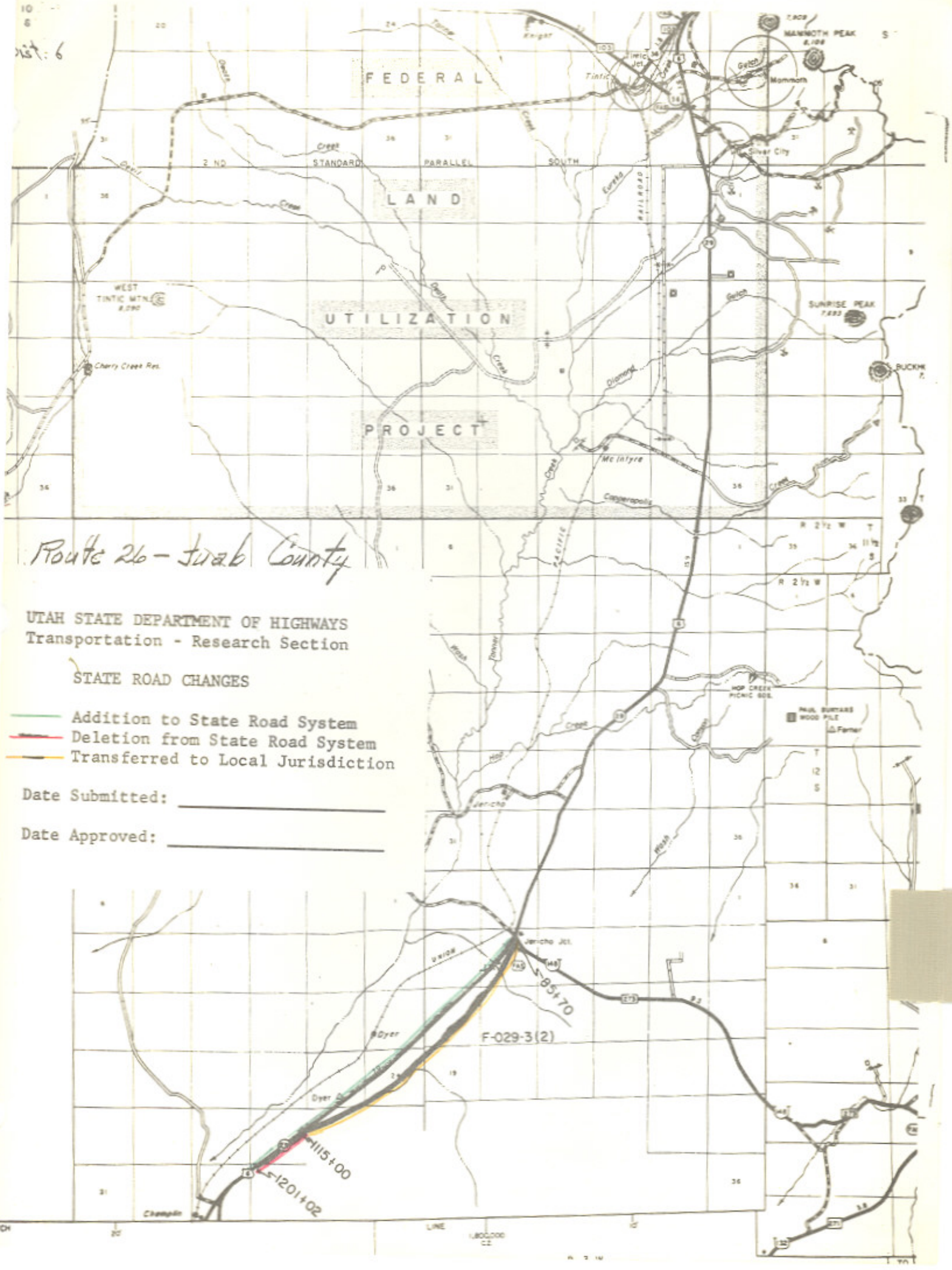
STATE ROAD CHANGES

Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

SR-24



Route 26 - Juab County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

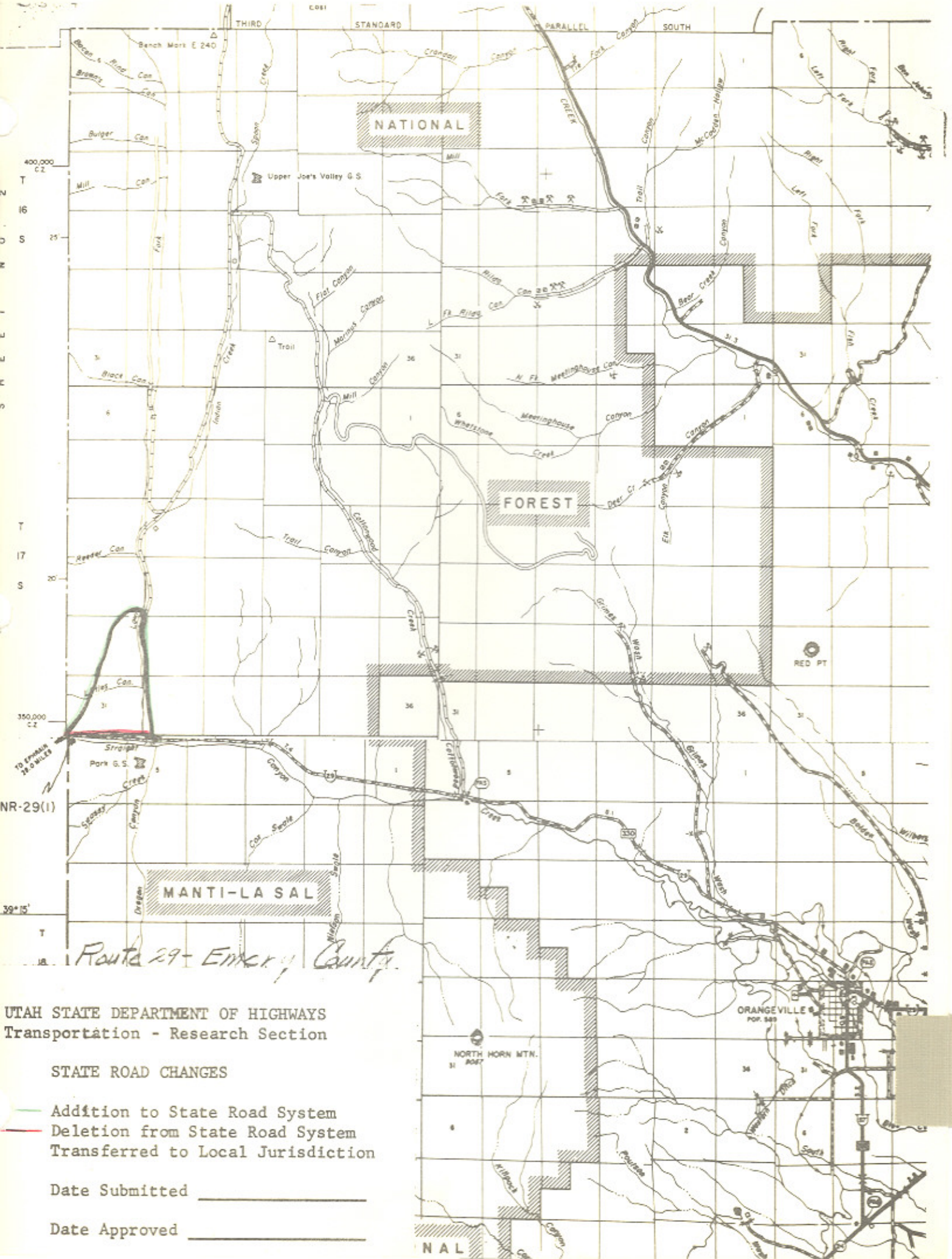
STATE ROAD CHANGES

Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

SR-26



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

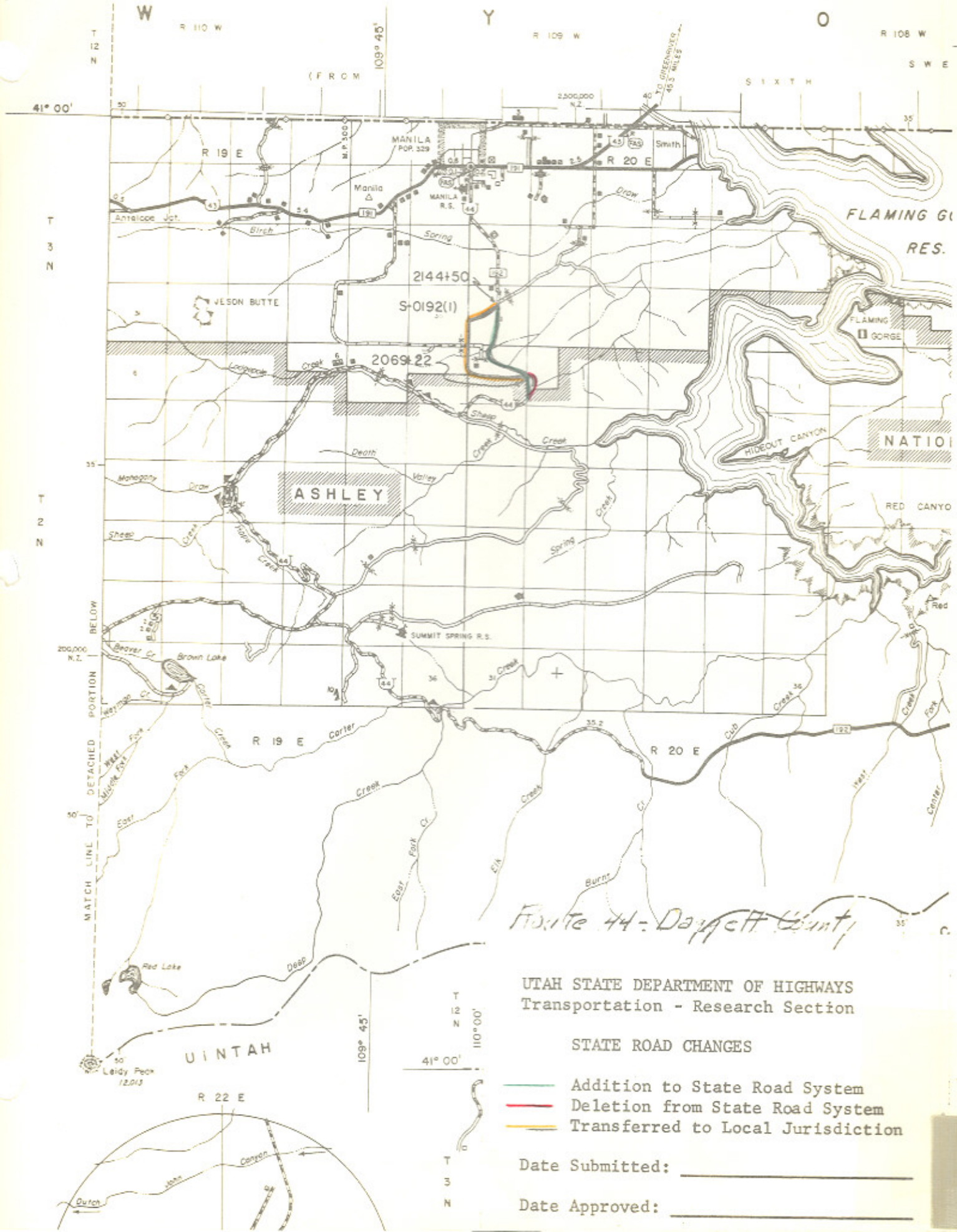
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

SR-29

Dist. 6



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

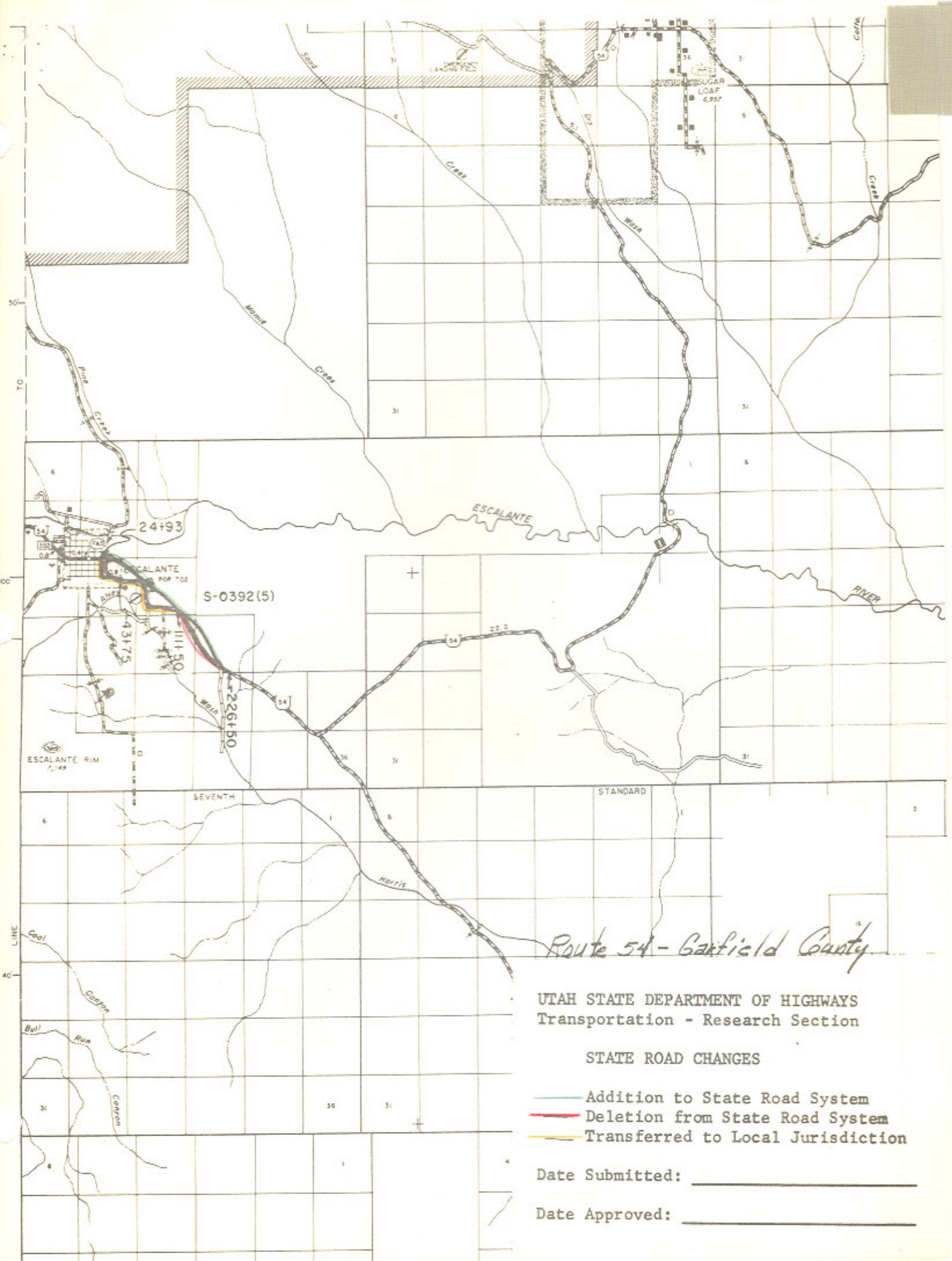
STATE ROAD CHANGES

Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

SR-44



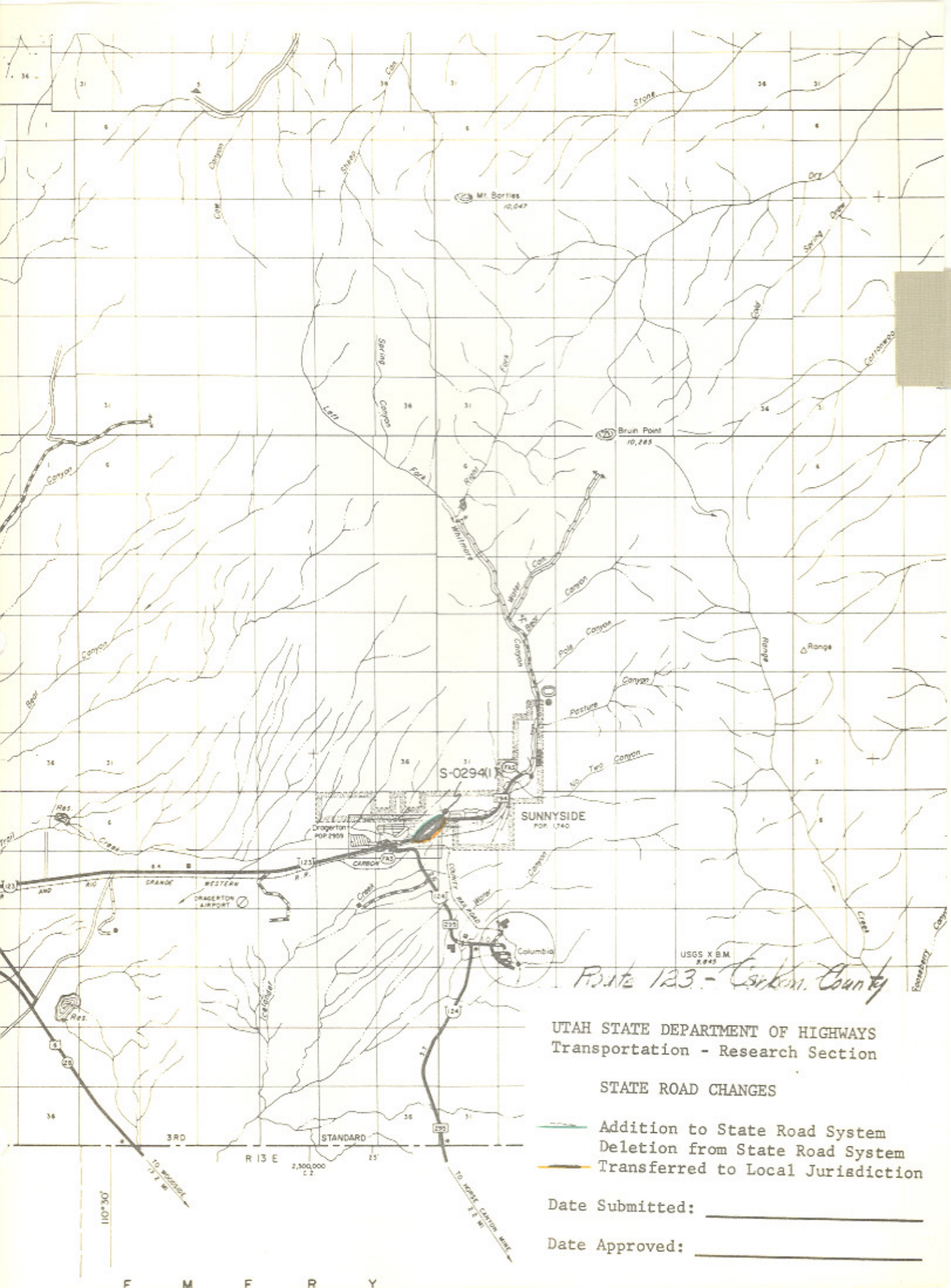
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

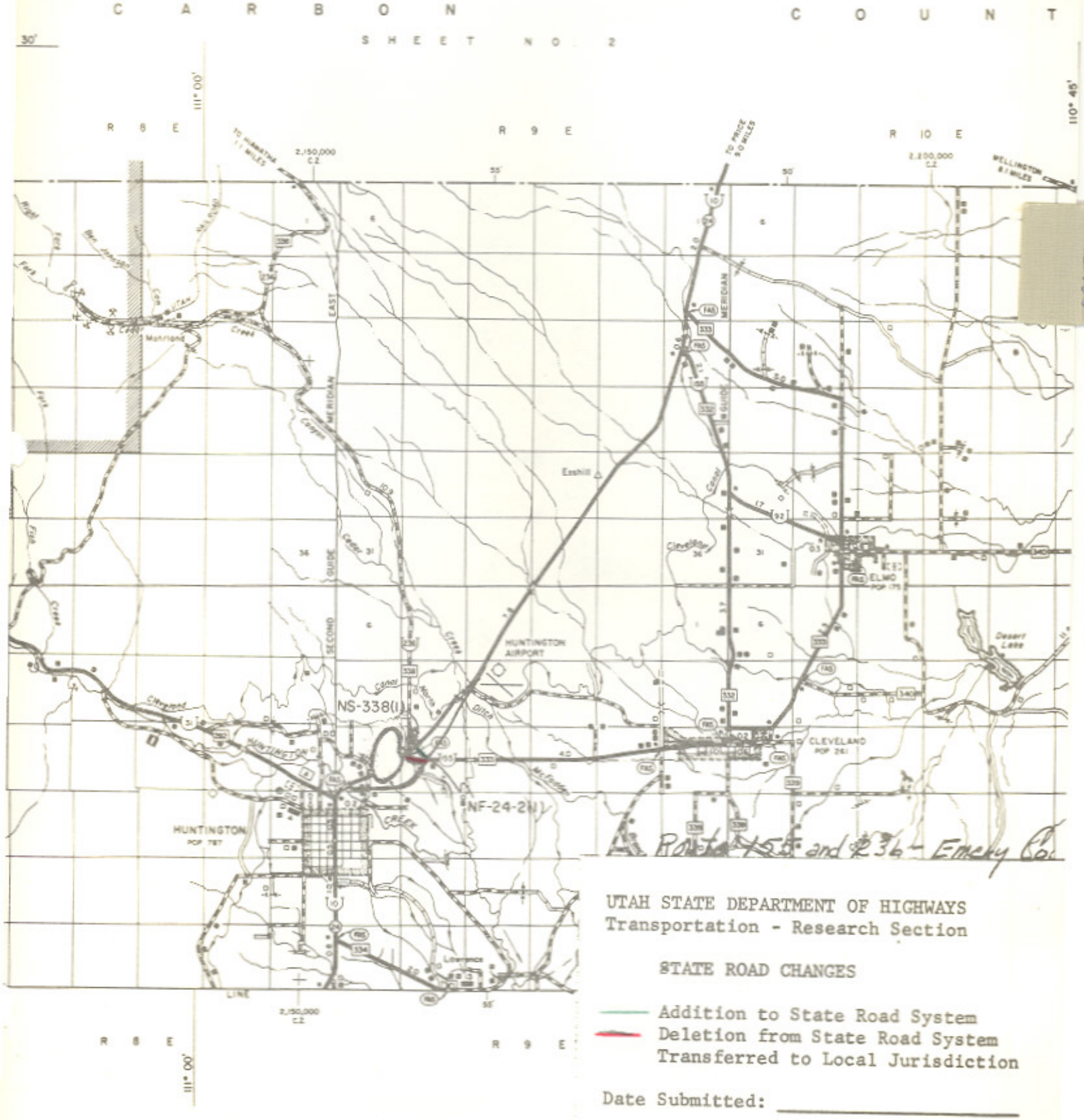
Date Submitted: _____

Date Approved: _____


Mt. Bartles
10,047
Bruin Point
10,885
S-0294(1)
SUNNYSIDE
POP. 1740
Dragerton
POP. 2909
CARBON
DRAGERTON AIRPORT
Columbia
USGS X B.M.
Route 123 - Carbon County
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section
STATE ROAD CHANGES
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction
Date Submitted:
Date Approved:
3RD
STANDARD
R 13 E
110°30'
E M E R Y

SR-123

Dist. 4



Route 155 and 236 - Emery Co.

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

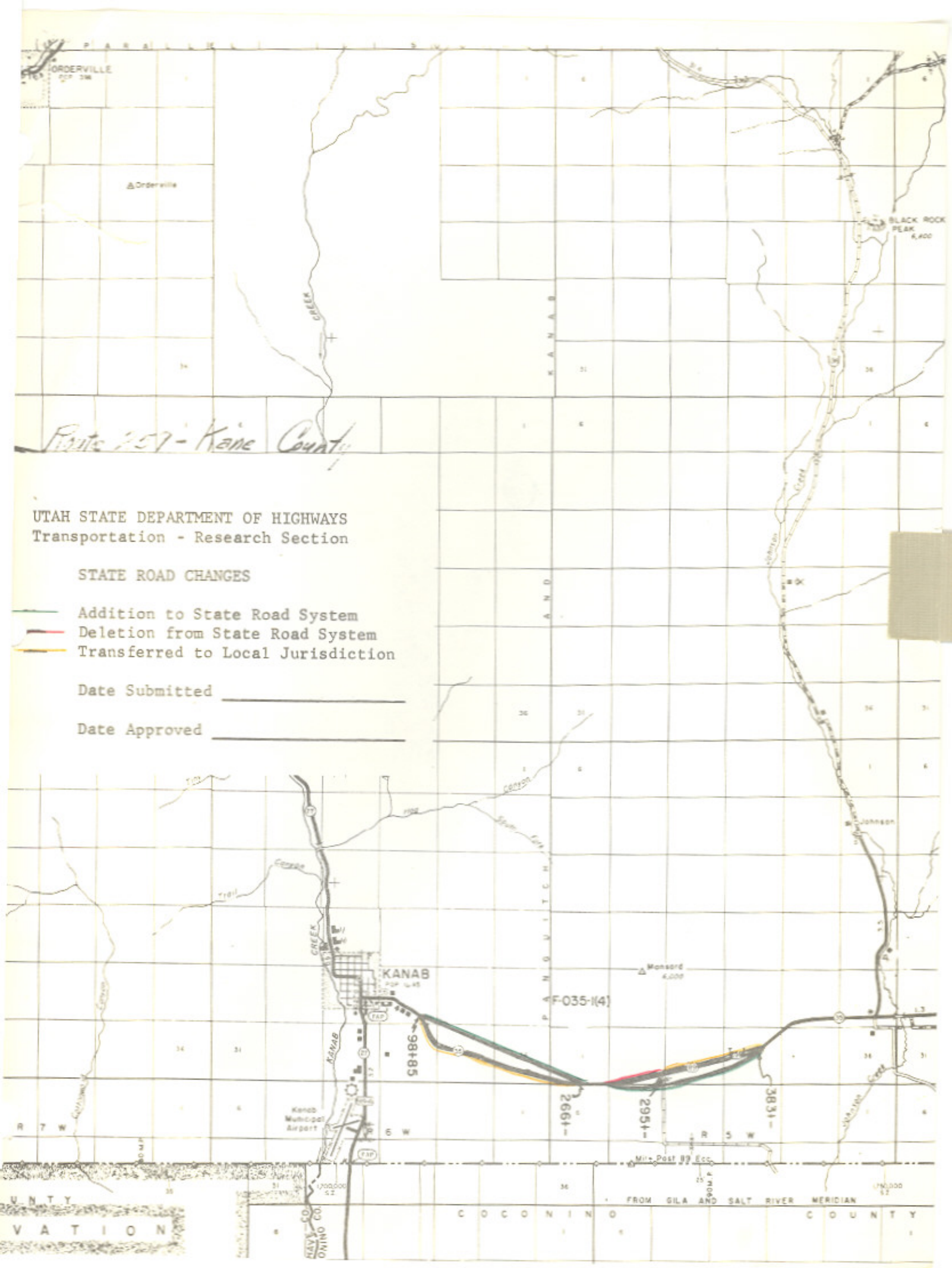
STATE ROAD CHANGES

Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

SR-236
& 155



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

SR-259

10 and 155

8

Interim Designations and Deletions - Federal-aid Highways
Authority: Sec. 27-12-27, UCA, 1953, As Amended

8-10-2
8-155-1

R E S O L U T I O N

State Routes 10 & 155

WHEREAS, with the completion of Project F-024-2(8) from near the Carbon County line southerly toward Huntington, a distance of 4.8 + - miles, has resulted in the construction on new alignment, sections of new roadway, and

WHEREAS, remaining portions of the old alignment will no longer serve as a public roadway, and

WHEREAS, it has been recommended by Mr. James L. Deaton, District Engineer, that all portions of the old alignment be abandoned, and

WHEREAS, to maintain continuity in the State System of Highways.

NOW THEREFORE, pursuant to the Authority of Section 27-12-27, UCA, 1953, As Amended, it is hereby resolved as follows:

1. That all portions of State Route 10 constructed on new alignment as a result of Project F-024-2(8) be designated as a part of State Route 10.

2. That all remaining portions of the old alignment of State Route 10 be abandoned from the State System of Highways.

3. That the new connection of State Route 155 to the new alignment of State Route 10 be designated as a part of State Route 155.

4. That by this action State Highway System mileage will decrease 0.125 mile.

5. That the map attached herewith illustrating the action taken herewith be hereby incorporated as a part of this submission.

6. That the memorandum from Mr. James L. Deaton, pertaining to his recommendation for the abandonment of the aforementioned roadway be hereby incorporated as a part of this submission.

Dated this 2nd day of [illegible], 1969.

STATE ROAD COMMISSION OF UTAH

RESOLUTION
State Routes 10 & 155
Page 2

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Resolution & Location
Map sent to:

James Deaton	Wallace Liddle	E. Paul Gilgen
W. L. Anderson	David Sargent	Charles Bertolina
Ralph Murdock	Alex E. Mansour	Jim West
Dean Steed	Keith Rosevear	Ellen Wandell
Porter M. Gooch	Robin Hood	Don Jensen
Robert Walsh	Harold Brown	Ken Riddle
Lillian Witkowski	Ray Behling	Winston Neiman
J. Edward Johnston	Lucy Ann Bean	Robert Weadon
James N. Adams	John W. Homer	
Janiel Little	Evelyn Crill	
Chauncey Powis	Ezra Christensen	
Maurice RiChey		

April 7, 1969

C O P Y

Mr. Norm Hancock
Game Management Section
Utah State Fish & Game Department
1596 West North Temple
Salt Lake City, Utah 84104

Dear Mr. Hancock:

Subject: Addition of State Route 155,
Deletion of the old alignment of State Route 10
in Emery County

Effective March 28, 1969, the State Road Commission adopted a resolution to abandon the old alignment of State Route 10 created by the construction of Project F-024-2(8), and to designate the new connection of State Route 155 to the new alignment of State Route 10 as a part of State Route 155.

Attached is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment

R-234

Years —

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: October 28, 1968

TO : B. Dale Burningham
Planning Statistics Supervisor

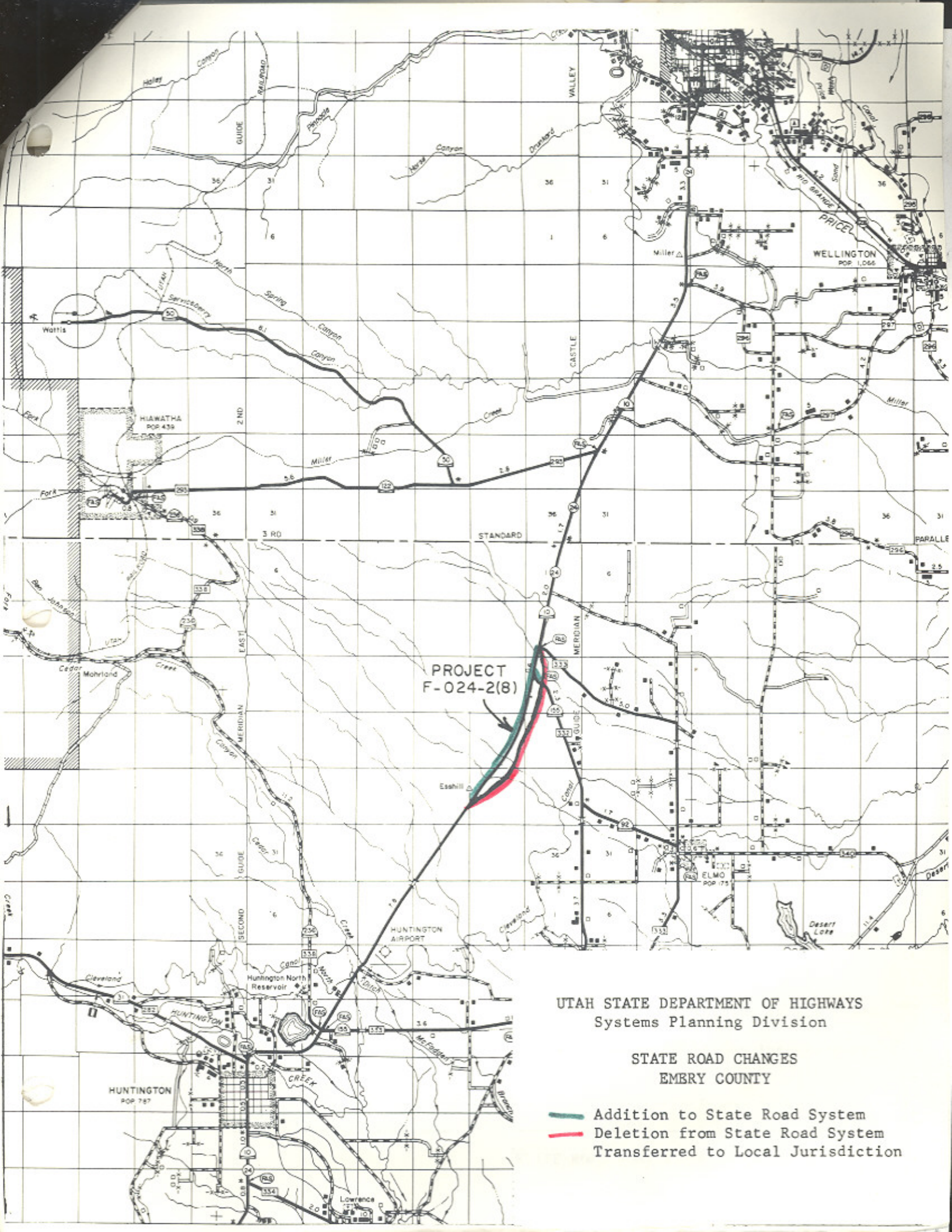
FROM : James L. Deaton
District Engineer

SUBJECT: Disposition of Highways resulting from reconstruction on new alignment

Pursuant to your memorandum dated October 22, 1968, it is the District Engineer's recommendation that the following highways on the old alignment be abandoned: Projects F-024-2(8), F-028-3(9), FLH-42(6), and S-0370(4).

For your further information, there is not enough of the old existing alignment remaining outside of the new Right-of-Way lines that would involve local concern, and accordingly, local authorities have not been consulted in this recommendation.

JLD:sl



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
EMERY COUNTY

Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction